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Neukuhren

1. The port of Neukuhren, located northwest of Kaliningrad (Königsberg) on the coast between the Frisches Haff and the Kurisches Haff, has not yet been cleared of war debris and consequently is restricted to use by speed boats, torpedo boats, and other shallow draft boats. Strong barbed wire obstacles, erected by the Soviets, bar access to the quays (Hafenmolen). Only small fishing boats and one Soviet speed boat were observed in the port.
2. The Soviets, however, are busily engaged in the construction of an airfield in the area, which, at the time of observation, extended almost to the coast. Large formations of three- and four-motor airplanes have held intensive aerial maneuvers far out at sea. On each occasion, almost without exception, the planes engaged in torpedo practice, using old unseaworthy German fishing cutters as targets. Below the coastal bluff of the airfield, a seaplane base is in the early stages of construction. The coastal side of the land airstrip has been provided with nine heavy and four light anti-aircraft guns, all of which are manned.

Granz

3. The port of Granz, almost directly north of Kaliningrad at the head of the Kurische Nehrung, was occupied by eleven minesweepers and two speed boats. Otherwise, it is as forlorn as Neukuhren. Of the eleven minesweepers, nine were former German vessels with German crews. Only the two speed boats were armed. They carried 50mm short-barrelled guns, and two triple-mount anti-aircraft guns with 20mm to 30mm armor. According to port workers, the Soviets lost four minesweepers and three speed boats in this area during the months of March and April 1949. All of them had collided with floating mines.

Klaipeda (Memel)

4. Source states that new warehouses have been constructed and heavy cranes installed at the port of Klaipeda. With the exception of six torpedo boats, no movement of ships was observed in the harbor area. The harbor

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entrance is two-thirds blocked off, and ingress and egress are strictly controlled. Entrance to the harbor can be effected only through the easternmost breakwater. Five cables of arm's thickness extend from the anchorage to the western breakwater. Soviet naval officers pilot foreign ships into the inner harbor, which is now free of ship wreckage. A second lighthouse is under construction at the eastern breakwater. Returning from Klaipeda, source's ship was cautioned to remain at least fifteen kilometers from the East Prussian-Pomeranian shore, since there are reportedly still large mine fields in that area.

Kolobrzeg (Kolberg) and Henkenhagen

5. According to source, the Pomeranian seaport of Kolobrzeg is undergoing reconstruction. All the old shipwrecks have been raised and scrapped. In order to widen the harbor, the eastern breakwater is reportedly being dismantled and moved some sixty meters eastward. Approximately 400 meters from the lighthouse on the eastern breakwater, repair docks for speed boats and torpedo boats have been built. Aside from the approximately six-week visit of two Soviet destroyers in March 1949, no Soviet naval units have been stationed at this port. On the Henkenhagen coast, approximately three kilometers west of the town of Henkenhagen*, the Soviets are beginning to build 800-meter-wide approaches for the sheltering of small submarines. Source assumes these submarines to be of the German Schnorkel type. This work is being carried out with the limited participation of Polish officers.

Soviet Shipping

6. The former 10,000-ton Hapag liner "Caribia" is in the harbor of Arkhangel, being converted into an aircraft carrier. This ship formerly sailed in Chinese waters under the name "Ilich".
7. The "Espana" of the Hamburg-Süd line, now registered under the name "General Bagrachin", is also in Arkhangel, reportedly for extensive repairs.
8. The former 5,000-ton Hapag liner "Bochum" was moved from Odessa to Stettin in the winter of 1947. The ship, now serving as a Soviet naval school, is known as the "General Chernakovski".
9. The former German 8,500-ton liner "Neidenfels" or "Neidenhardt", now registered under the name "General Ushakovi" (sic), is securely anchored in the Bay of Riga, where it is being used by Soviet officers for a school of undetermined nature.
10. In the harbor of Murmansk the former KdF (Kraft durch Freude) ship "Der Deutsche" has been converted into a large hospital ship. Source claims that the ship has retained its original name.**
11. The former 20,000-ton Hapag liner "Patria" reportedly has been moved to Odessa, where it is to be converted into an aircraft carrier.
12. The former 7,000-ton Hapag ship "Sachsenwald", now the "Pozharzki", is undergoing repair in Stettin.
13. The former Hapag ship "Oceana", lately known as the "Sibir", is reported to lie unattended in the harbor of Pillau.
14. The Soviet steamer "Pravda", engaged in the transport of reparations from Germany, runs between Murmansk and Wilhelmshaven. The "Pravda's" port of registry is Murmansk.

Comments:

*The German original for this phrase reads as follows: "An der Küste nach Henkenhagen zu von See aus in ca. 3km westlicher Höhe".

**A previous report, dated 1-9 July 1949, stated that "Der Deutsche", now the "Asia", is undergoing repairs at the Warnow Shipyard in Warnemünde.